No. 6.

FACTS FOR THE PEOPLE

Record of the Two Parties on the C. P. Railway.

WHAT HAS BEEN ACCOMPLISHED.

Expenditures by the Company—An Army of Men Employed—Home Industries Promoted—Rates of Transportation Reduced.

In the whole of Canadian records, there is nothing which so clearly and strongly marks the wide difference in the policy of the two parties in this country, as the Canadian Pacific railway. It has been in the hands of both. With the Grit it was a policy of makeshift; hide bound and penny wise, but pound foolish; a thing of shreds and patches, of land and water stretches, which if carried out would have been useless in winter, and in summer only a slight improvement on the toilsome mode by which the early voyageurs reached the far West. It was a primitive mixture of land and water travel. In fact water on the brain so marked as to prevent those in authority from seeing and comprehending the requirements and possibilities of the great country with which they were, by accident, called upon to deal. For five long years the Grit party struggled with this amphibious creature, spending twelve millions and creating obligations for millions more, and leaving absolutely nothing but two widely separated pieces of road under contract, a hole dug at the cost of hundreds of thousands of dollars at Fort Francis, a slab and sawdust hotel at Neebing, for which, with the stump and brush surroundings, over seventy thousand dollars were paid into the pockets of active members of the "party of purity;" these, with piles of rusty rails scattered over the country, was the result of five years blundering and boodle, at a cost of twelve millions paid, and millions more of obligations.

CONSERVATIVE ACTION.

The Liberal-Conservative party from the very outset grasped the situation and realised the political, commercial and national importance of having unbroken connection throughout all our territory. Against influences of every nature the Liberal-Conservative party, led and encouraged and sustained by the Right Hon. Sir John Macdonald, fought its way; working with one hand whilst the other grasped the sword, happily accomplished their purpose. The enormous piles of speeches and resolutions, in and out, of Parliament, by Edward Blake and his party, remain a sad and melancholy reminder of party prejudice and energy misdirected. Most pitiable perhaps of all was the combined action of Blake and Mackenzie in the session of 1880, when they divided their labour of party hatred: Blake spending two days, 15th and 16th of April, in attempting to show that nobody would go into the country; that the German settled in the United States, and that the Irishman, hostile to Britain, avoided a country under her flag, or if by chance any should go in they would be too poor to pay anything into the treasury; and Mr. Mackenzie, in completion of his part of the agreement, as stated by Blake, see page 1,454 Debates of 1880, laboring with painful assiduity to show that the land was barren and the country not worth going into. These misdirected and unpatriotic efforts against opponents and country stand in miserable and melancholy contrast to the broad statesmanlike and patriotic course of Sir John and his party, that to-day has the proud satisfaction of having triumphed over this blind opposition and of seeing the iron horse speeding to and fro over this great country from the Atlantic to the Pacific, and of knowing that thousands and tens of thousands of

MEN ARE FINDING EMPLOYMENT

in forwarding the products of farm and factory and in managing the road and its tributaries; other thousands in the mine, and in the foundries and workshops of the country, providing the supplies daily required in this colossal enterprise, whilst the farmer feeds, and the manufacturer clothes all. Much as has been said and written of the Canadian Pacific railway, it is difficult to realize the magnitude of this wonderful work completed in five years less than the contract time (1891). A few years ago we had Mr. Mackenzie declaring that all the resources of the British Empire could not complete it by that date, and a member of his Government, Mr. Scott, asserted that the entire Chinese nation could not furnish labor enough; but in spite of all the croaking and bitter opposition of enemies it has been accomplished, and to-day we can place on paper the figures representing in some measure this latest of the world's wonders.

WHAT HAS BEEN DONE.

At the close of the year 1886 the company had in operation in the province of:—

Quebec	872	Miles
Ontario	1,924	"
Manitoba	773	"
N. W. Territories	751	"
British Columbia	520	"
Total	4,833	"

In addition the company has under construction and nearly ready for operation in the province of:—

Quebec	70	Miles
Ontario	122	"
Total	192	"

Then the construction of the Canadian Pacific proper has led to the construction of branches and other lines.

The Canadian Pacific company has itself constructed in

Manitoba	413	miles.
Manitoba and North Western Co.	214	"
Regina and Long Lake Co.	22	"
N. W. Coal and Navigation Co.	110	"
Total in Northwest	760	"
And in Ontario and Quebec		
Atlantic and Northwest railway and bridge	21	miles.
Ontario and Quebec	365	"
Northern and Pacific Junction	111	"
Other branches	9	"
Total	507	"

Making the grand total of the Canadian Pacific proper and the branches and other roads build in consequence of it 5,399 miles. And also the short line from Montreal to St. John, N.B., and Moncton under construction.

THE CONTRACT WITH THE CANADIAN PACIFIC

company in 1881 was for the construction within ten years of about 2,000 miles for a subsidy of $25,000,000 in cash and twenty-five millions of acres of land. By a subsequent arrangement a part of the land was exchanged for $10,000,000 in cash and the road has been completed in five years, whilst the company has expended in the period named on the main line and its branches $105,000,000 exclusive of their expenditure on the Ontario & Quebec, the Atlantic & Northwest, the Manitoba & Southwestern and any other lines built and acquired under separate charters.

The expenditures of other companies in the independent branches and lines which are the outcome of the construction of the main line has also been enormous. During the period in which the Canadian Pacific was under construction the company paid for labor $36,000,000, and their contractors in the same period $25,000,000, making a total of $55,000,000. To Canadian merchants and manufacturers for materials and supplies there has been paid by the company and contractors $31,000,000. To the Dominion and Provincial Governments there has been paid in duties and dues $1,500,000 by the company. These constitute some of the more important items of expenditure in this country to construct a road which will give continuously an enormous expenditure for maintenance and management.

MEN EMPLOYED.

During the year 1886 the company had a force of men and officers employed with an average monthly pay roll of $600,000. In September the number was about 22,000 men, of whom 14,000 were permanent and 8,000 construction men. In addition to pay roll there will be in the next five years an estimated average expenditure for supplies of $3,000,000 per annum. And what is most gratifying of all is that our own mechanics and factories can, and do now, supply within a fraction of all that is required by the company to bridge a river, construct a hand car, or embellish a Pullman palace.

In 1882, the first year of the company's operations, the purchases in the United States of rolling stock and general supplies, exclusive of coal, amounted to 63 per cent. of the requirements.

In 1883	to 24	per cent.
" 1884	" 20	"
" 1885	" 7	"
" 1886	" 2	"

Referring to some of the foregoing figures it will be seen that the sum of $86,000,000 has been expended in Canada by the Canadian Pacific Railway company, for labor and supplies on the lines embraced in their original contract, over $17 for each person in the Dominion, and if there is added to that the expenditure on the Ontario & Quebec, the Atlantic & Northwest, the Manitoba & Southwestern, the Manitoba & Northwestern, Galt's Northwest Coal line and several others, all of which are the outgrowth of the Canadian Pacific, the expenditure will reach more than $20 per head of the entire population.

THE EFFECT.

And then consider the enormous numbers required to maintain and operate all these roads; from 20,000 to 25,000 men at least will find steady employment on the lines, in the workshop and the mines. An army greater than many that have decided the fate of empires, but an army with no hostile intent, skilled only in arts that make peace, progress and development of country. That great army of workmen represents more than the average number of families in the other industries, because the nature of the work calls for all able bodied men, and it may fairly be assumed that the men who find permanent employment on all these lines will represent a population of one hundred thousand maintained by them, dependent upon the Canadian farmer for their daily food. For bread, butter, beef, cheese, pork, mutton, vegetables and other agricultural produce, forty dollars per head for the year is a very low estimate, and yet, low as it is, it aggregates a market of four million dollars a year for the Canadian farmer; equal to about one tenth of the whole export of agricultural produce of the Dominion. Grit politicians strive to have the farmer believe that he had no market worth seeking other than the foreign. Forty millions will cover the average export of agricultural and animal produce from the Dominion, whilst the home consumption reaches three hundred millions a year. One hundred thousand added to the farmers' home customers for food is an enormous advantage to him. In addition to this, every train of passengers that passes to and from the far west is fed by Canadians, whereas previously they passed through the United States and paid tribute to the American farmer.

GRAND SUCCESS.

No man nor party ever brought its plans and policy to grander success than has Sir John and the Liberal-Conservative party. The aim was to unite all the provinces of this Dominion by unbroken rail, and form the bonds which grow from intercourse and commercial exchange to construct a trunk line from which there would be an outgrowth of branches and subsidiary lines. To open up for settlement the great Northwest, to quicken the wheels of industry in the older provinces in supplying the markets of the newer, and to gladden the heart of the farmer by giving him more customers. This has been done, and when the last link shortening the distance to Halifax and St. John is completed, as it will be this autumn, and when fast lines of steamers shall connect us on one side with Europe and on the other with the Far East, the work will be perfected.

IMPERIAL IMPORTANCE.

Already it is regarded as of Imperial importance, contributing to the strength and safety of the empire, whilst at home it is giving a market to our farmers. It is employing the labor of the country, and has trained our artisans and mechanics so that as shown by the figures above given they can supply everything required for the most perfectly equipped road. What a triumph for energetic statesmanship. As time passes and the benefits of this great work broaden and deepen, and when party prejudice has ceased to blind, the country will thank God that Sir John had the genius to plan, and the energy to lead his party through all the difficulties that beset its accomplishment.